

painting, by George Ropes, of the launching of the *Fame* is in the possession of the Essex Institute. From it is reproduced the illustration shown on another page.

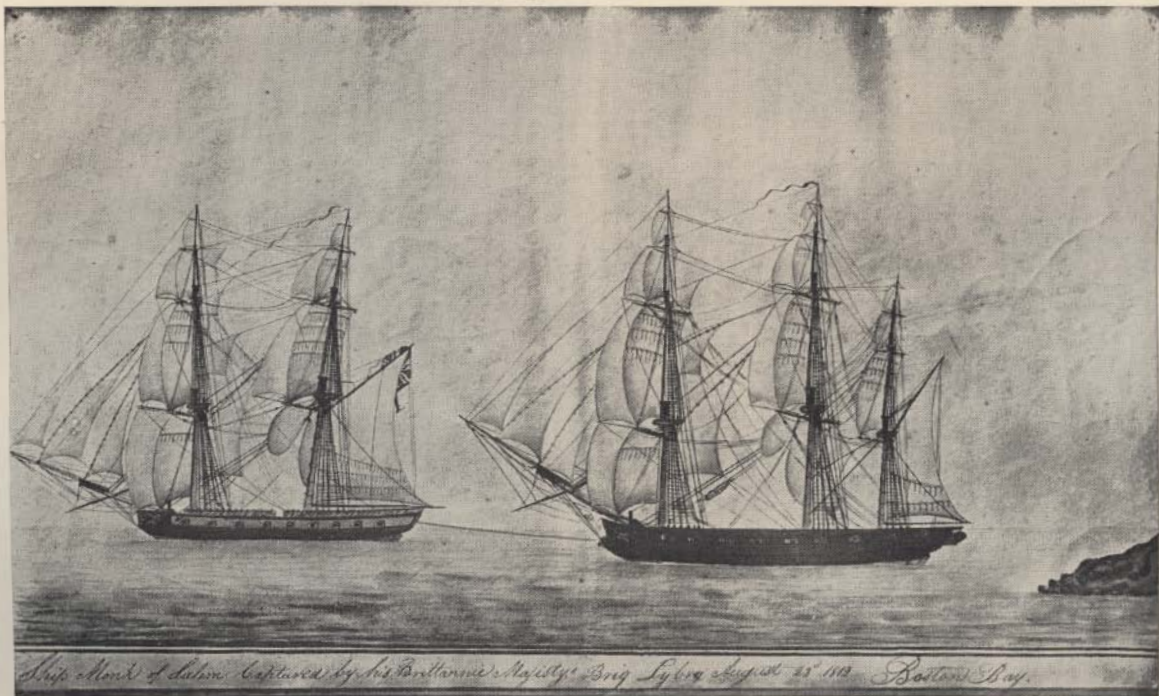
The official figures at the Salem Custom House show that she was first registered there January 13, 1803. Jacob Crowninshield, Benjamin Crowninshield, George Crowninshield, Jr., John Crowninshield, Benjamin Crowninshield, Jr., and Richard Crowninshield, were the owners, with Jeremiah Briggs, master. Registered May 11, 1804, Jacob Crowninshield, George Crowninshield, Jr., John Crowninshield, Benjamin Crowninshield, Jr., owners, Jeremiah Briggs, master. Registered October 2, 1809, Benjamin Crowninshield, George Crowninshield, George Crowninshield, Jr., and Benjamin W. Crowninshield, owners; Holton J. Breed, master.

SHIP MONK.

When master of the brig *Independence*, Captain N. L. Rogers, while at Palermo, reports the arrival there on August 29, 1809, of the ship *Monk*, of Salem, Captain J. Porter Felt, also of Salem. This ship was built in Nobleborough in 1805, and registered 253 tons. William Orne was her original owner and John W. Allen her first master. In 1809 she was registered as owned by William Orne and Jonathan P. Felt, master.

In the Peabody Museum of Salem is a spirited picture of the capture of the *Monk*, August 23, 1812, in sight of Cape Ann, by the British brig *Colibri* (*Lybra*? the name being indistinct), Captain Thompson. She was taken to Halifax as a prize. This picture had for many years been in the possession of an old Salem family, and the Museum obtained it from Miss Carrie H. Kinsman.

Captain Felt was treated in a gentlemanly manner, both personally and in regard to his private property. When Captain Thompson first saw the *Monk*, he supposed her to be the privateer *America*, and he prepared to give her a warm greeting. Captain Felt had not learned of the war until informed that he was a prisoner. He later commanded other vessels in the War of 1812, and subsequently in the merchant service. While in command of the barque *Derby* at Trabangan, Sumatra, loading pepper,



SHIP "MONK," OF SALEM

Captured by the British Brig "Lybra," in Boston Bay, 1812

From the picture in the Peabody Museum, Salem

the vessel was attacked at daylight by an armed prow. The marauders met with so warm a reception from the *Derby's* muskets and cannons that they were glad to retreat. Their purpose was to murder all of the *Derby's* crew and to take her specie.

Captain Felt was born in Salem, April 5, 1785, moved to Virginia in 1839, but returned to Salem in 1844. He joined Essex Lodge, A. F. & A. M., September 3, 1811, and was its treasurer from 1845 to 1852. He became a member of the Salem Marine Society, May 30, 1816, and was treasurer from 1852 to 1860. He died in Salem, October 22, 1860, aged 75 years. He was the father of the late John Felt, who was for many years superintendent of the Salem Gas Light Company, and of J. Porter Felt, a highly esteemed young Salem man who lost his life in the burning of the steamer *Lexington* in Long Island Sound, on January 13, 1840. John P. Felt of 6 Federal Court, Salem, is a grandson of Captain Felt.

CROWNINSHIELD'S WHARF.

Bowdoin B. Crowninshield, in an historical article published in the Essex Institute Historical Collections, volume thirty-seven, goes into an elaborate history of the ship *America* when she was a privateer, and says: "When she arrived in Salem, October 30, 1798, she was found to be too large to lay at any of the wharves, and a pier was built at some distance from the shore, nearly opposite the foot of English Street, for her to lie against in order to be covered. This pier was afterwards connected with the shore, and thus Crowninshield's wharf was built."

In an editorial note, in an appendix to Mr. Crowninshield's paper, the late Hon. Robert S. Rantoul, has written:

"Our first great merchant, Philip English (born 1651, died 1740), who happened to be, like our last great merchant (Capt. John Bertram), a native of the Isle of Jersey, built his stately mansion house on the main street, at the corner of a lane leading to the wharf and docks. The lane is now English Street. The house survived in pictures, though it disappeared from sight in 1833. His wharf was the germ from which has grown the present

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